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REPORT OF USSR RAILROAD WORKERS ON 1952 - 1953 PLANS;
PLEDGE OF EARLY ACHIEVEMENT OF 1953 GOALS

Gudok
Moscow, 2 Aug 1953

[The following is from an article on the report of the USSR railroad workers on Railroad Workers' Day.]

In 1952, the railroads surpassed the 1951 freight turnover by 9 percent. As compared with 120,000 cars of coal called for in the plan, 125,500 cars were loaded; 305,600 tank cars of oil were loaded (instead of 130,000 planned); 120,000 cars of ferrous metals (50,000 planned); and 17,200 cars of ore (10,000 planned).

In the first 6 months of 1953, the railroads fulfilled the average daily carloading plan by 100.8 percent. In comparison with the first 6 months of 1952, average daily carloading increased by 6 percent. Of this, the loading of coal increased by 4 percent, coke by 12 percent, oil and petroleum products by 10 percent, ore by 12 percent, ferrous metals by 8 percent, mineral construction materials by 11 percent, grain by 8 percent, flour by 14 percent, and sugar by 17 percent.

The following seven railroad systems did not fulfill the plans for 1952; the Southwestern, Moscow-Ryazan', Moscow Inner Belt Line, Gor'kiy, Omsk, Amur, and Primorskiy. Twelve systems failed to complete the plan for the first 6 months of 1953; the greatest lags were on the Gor'kiy, South Ural, Ufa, Volga, Sverdlovsk, and Krasnoyarsk systems. These lags have occurred also for certain important freight, such as lumber and ferrous metals.

Those systems which exceeded their quotas are:

Tomsk System -- This is one of the heaviest coal routes of the country. In 1952, the system fulfilled the general plan for average daily loading by 102.8 percent and considerably surpassed its obligation for the loading of its basic commodity, coal. Instead of the planned 5,000 cars, 20,000 cars were loaded with coal. The system completed the carloading plan for the first 6 months of 1953 by 101.1 percent, with special emphasis on the loading of coal.

Stalin System -- In 1952, the Stalin System completed the general plan for loading by 108.1 percent, and loaded and shipped an additional amount of ferrous metals above the plan. Instead of the 25,000 cars planned, the system shipped 58,000 cars. The system shipped fewer cars of grain products than were pledged -- 3,430 instead of 4,000 cars. The general carloading plan for the first 6 months of 1953 was fulfilled 100.2 percent by the system.

Ordzhonikidze System -- This important petroleum route fulfilled the 1952 plan for carloading ahead of schedule and shipped 45,000 tank cars with petroleum products, as compared with 15,000 cars called for in the plan. The system, is successfully meeting the loading and shipping plans for 1953.

October System -- On the whole, the carloading plan for 1952 was met by 111.2 percent. During 1952, the system loaded and shipped 33,000 cars of mineral construction materials instead of the 10,000 cars planned, and 10,074 cars of lumber instead of the 10,000 cars planned. In the first 6 months of 1953, the general plan for loading and shipping was fulfilled 102.8 percent.

Individual enterprises made the following pledges for 1953:

RR SYSTEM	FULFILL YR CARLOADING PLAN AHEAD OF SCHEDULE	LOAD ABOVE PLAN		SPEED UP CAR TURN-AROUND TIME BELOW NORM (HR)	INCREASE LOCOMOTIVE AV DAILY RUN ABOVE NORM (KM)	EXCEED LABOR PRODUCTIVITY PLAN (%)	LOWER THAN NORM FUEL EXPENDITURE (%)	LOWER COST OF HAULING AHEAD OF SCHEDULE (%)	COMPLETE PREPARATIONS FOR WINTER	OTHER PLEDGES
		No of RR CARS	COMMODITY							
DONEYS	YES	10,000 1,000	COAL METAL	1	2	2	AT LEAST 3	1	YES	TO SURPASS PLAN FOR CAPITAL REPAIR OF TRACK BY 7 KMS, FOR MEDIUM REPAIR BY 10 KM TO EXCEED THE PLAN FOR LOCOMOTIVE SPEED, EXCLUDING STOPS, BY ONE KM/HR TO MAKE AVAILABLE FOR OCCUPANCY NOT LESS THAN 6,000 SQ M OF LIVING SPACE
TOMSK	YES	10,000	COAL	2	5	2	1	1	YES (BY 1 OCT)	LOWER ELECTRIC POWER CONSUMPTION 1.5 % AGAINST NORM COMPLETE SUMMER TRACKWORK FOR ALL TYPES OF REPAIR 105 %
SOUTH URAL	YES	--	COAL (2% ABOVE PLAN); FERROUS METAL (3% ABOVE PLAN)	2	(1%)	2	--	1.5	YES (BY 20 OCT)	
KARA-GANDA	YES	1,000 1,000	COAL ORE	1.2	3	2	--	1	YES (BY 15 OCT)	TO OPERATE DURING THE YEAR 6,000 ABOVE-NORM WEIGHT TRAINS
NORTH CAUCASUS	YES	--	COAL PEYRO-LEUM PRODUCTS GRAIN, CEMENT (2% ABOVE PLAN)	4	5	2	3	2	YES	TO OPERATE DURING THE YEAR NOT LESS THAN 20,000 ABOVE-NORM WEIGHT TRAINS

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PECHORA	YES (BY 15 DAYS)	--	--	2	1	4	3	3	YES	TO COMPLETE 10 DAYS AHEAD OF TIME THE YEARLY PLAN FOR TRACK REPAIR; 15 DAYS AHEAD OF TIME FOR STRUC- TURES
UFA	YES (BY 102%)	--	--	2.4 PETROLEUM PRODUCTS (0.5% ABOVE PLAN)	5	2	1	1	--	
KUYBYSHEV	YES (BY 104%)	--	--	(3%)	--	3	1	2	--	TO OPERATE DURING THE YEAR NOT LESS THAN 25,000 ABOVE- NORM-WEIGHT TRAINS
GOR'KIY	YES (BY 102%)	--	--	1	3	1	2	1	--	
OMSK	YES (BY 102%)	--	--	(EQUAL 1955 PLAN FIGURE)	3	2	--	1	--	
STALIN	YES	15,000	--	FERROUS METALS, ORE, GRAIN	0.5	--	2	--	1	TO SAVE 15 MILLION RUBLES DURING YEAR BY ABOVE-PLAN OPERATIONS
SVERD- LOVSK	YES	--	--	3.6	--	--	AT LEAST 1.5	1	YES	
MOSCOW- KURSK-DON- BASS	YES	5,000	--	COAL	2	2	AT LEAST 1.5	--	--	LOWER ELECTRIC POWER CONSUMP- TION 2.5 PERCENT IN RELATION TO NORM EXCEED THE PLAN FOR LOCOMO- TIVE SPEED, EXCLUDING STOPS, BY 1.5 KM/HR

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In 1952, the plan for car turnaround time was fulfilled, but the pledge assumed by the railroad workers for reducing the turnaround time below the established norm was not realized completely -- instead of the one hour below the norm which was pledged, only .7 of an hour was achieved. In the first half of 1953, the average turnaround time for freight cars was reduced 3 percent in comparison with the same period of 1952. In 1952, only seven railroad systems -- Tomsk, Donetsk, Orenburg, Tashkent, South Ural, South-eastern, and Karaganda -- surpassed their obligations for the reduction of car turnaround time. The Tomsk Railroad System in 1952 reduced car turnaround time by 10.1 hours in comparison with the established norm (the pledge of the system called for 6 hours), and during 1953 the system is striving to attain the goal set for the end of the Five-Year Plan.

The labor productivity plan in 1952 was surpassed by 4.5 percent, instead of 2.6 percent as pledged. The plan for the reduction of the cost of hauling was surpassed by 3.8 percent instead of 2 percent as pledged. In the first half of 1953, the productivity of labor was increased 6.2 percent in comparison with the first 6 months of 1952, but did not attain the level called for in the plan. More than 78 percent of the workers connected with traffic surpassed the established production norms during the first half of 1953.

In 1952, 854,000 above-norm-weight trains were operated in the USSR, or 40 percent more than in 1951. Freight carried on these trains amounted to 264 million tons, a figure well above the established plan. On an average, during the first half of 1953, 3,080 above-norm-weight trains were operated daily, transporting 898,000 tons of freight, also well above the norm. These figures are double those of 1950.

In 1952, while the goal for increasing labor productivity was surpassed on the whole, nine railroad systems did not fulfill the plan. These were the Gor'kiy, North Caucasus, Ordzhonikidze, Sverdlovsk, Turksib, East Siberia, Krasnoyarsk, Transbaykal, and Amur systems. Several of these systems, in particular the East Siberia and the Turksib, continue to lag in 1953 and their socialistic obligations are not being fulfilled. This lag naturally influences the plan for reducing transportation costs.

One of the most important measures for reducing transportation costs is reducing fuel consumption, the cost of which makes up almost one fifth of the over-all operating cost of transportation. The reduction of fuel consumption by one percent saves more than 70 million rubles per year.

In 1952, railroad workers surpassed their pledge by reducing fuel consumption in relation to the norm by 2.8 percent instead of the pledged 2 percent. However, during the first half of 1953 the norm was not fulfilled. The situation is especially bad on the Ufa, Far East, Karaganda, Transbaykal, Kazan', Kuybyshev, and Turksib systems.

The socialistic obligation to increase the average daily run of locomotives by 5 kilometers over the norm still remains uncompleted. Moreover, even the norms have not been attained.

Of particular significance in railroad construction in 1952 was the opening of the Chardzhou-Urgench line for full operation and the completion of the Stalinsk-Barnaul line. In 1953, the Barnaul-Kulunda and Kholmolsk-Pavlodar lines must be put into full operation.

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Railroad construction workers have assumed the following obligations:

On the South Siberia line, the workers have pledged to prepare the Akmolinsk-Pavlodar section for operation by 7 November; to complete the yearly plan for construction and installation work by 5 December; to construct 124 houses; to improve work organization by every possible means; and to increase labor productivity by not less than 11 percent. The workers also pledged to lower the consumption of basic construction materials as follows: metal by 5 percent, cement by 5.4 percent, and lumber by 5 percent.

On the Mointy-Chu line, the workers have pledged to complete the yearly plan for construction and installation work by 5 December; to construct three bridges, an electric power station, an engine shed, and 43 other buildings along the line; and to increase labor productivity 8 percent in comparison with 1952.

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